

Mails.

NORDDEUTSCHER LLOYD,

BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO S. IL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"DRYFLINGER" Capt. G. Meiners	WEDNESDAY, 19th May, at Noon.
SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA	"LUTZOW" Capt. C. Dewens	About WEDNESDAY, 19th May.
MANILA, YAP, FRIEDRICH WILHELSHAFEN, SIMPSON HAFEN and SYDNEY	"MANILA" Capt. E. Gathmann	FRIDAY, 21st May, Daylight.
YOKOHAMA and KOBE	"PRINZ WALDEMAR" Capt. F. Isoku	About SATURDAY, 19th May.
KUDAT and SANDAKAN	"BORNEO" Capt. F. Sembill	Beginning of June.

For further particulars apply to

NORDDEUTSCHER LLOYD.
MELCHERS & CO.,
GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 14th May, 1909.

Intimations.

NO. 1 DOCK.

Length inside 514 ft. Width of entrance, top 95 ft; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

NO. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft; bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, plates and angles all being tested by Lloyd's surveyors.

Two powerful Tyre Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 25 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone Nos. 876, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebers, Scotts, A. 1, and Watkins.

Yokohama, May 21st, 1909.

NATIONAL EFFICIENCY IN CHINA.

In his efforts towards the reconstruction of national ideals and the regeneration of national life the wise reformer will always reveal a conservative instinct. Indeed the absence of this conservative trait is the one distinction which marks the revolutionary from the true reformer, while its presence is the sufficient assurance of a sane and steady progress. Many interested observers of events in China, as they have measured the meagre performance of her Government by the fulsomess of her promises, have shown considerable impatience with the very obvious failures, and conspicuous shortcomings of Chinese officialdom. So much is this impatience felt that there are not wanting those who are ready to say that in this Empire, now constituted politically, "dwellth no good thing" and that the first step needful is to "sweep it all away." But it is well to remember that a nation which would build sure must build slowly. Chinese reformers are more blameworthy for saying, too much, than for doing too little. The great task before the reformer in China is to learn what it is possible and wise to conserve, and his aim ought to be to discover rather what it is necessary, than what it is possible to cut away. To break a link with the past, as the experience of these days in Turkey may serve to illustrate, is a weakness and a very certain source of political trouble.

In the sphere of education China has a unique opportunity to make use of her age-long experience, and by adapting her time-honoured methods to the demands of the age there seems no reason why she should not secure for herself national service the best and most efficient of her sons. Strangely enough she appears unwilling to trust the very system which she originated and taught other nations to use with the greatest of benefit to themselves, and she is to-day suffering from ill for which she has all the remedy in her own hands. The system of competitive examination which had served China through so many centuries has proved a failure in her management, not because the system was a bad one, but because it was applied on too narrow a scale and in too ignorant a manner. So far as it went, it produced men of culture whose knowledge of certain things was phenomenal. That they were inefficient in other and more practical things was not due to their native incapacity but to the mass of useless learning with which they had been encumbered. That a change was very necessary goes without saying; the question is whether the change which has taken place is altogether for the good. Generally speaking it could be assumed that a degree man under the old system was, at least, a thorough Chinese scholar. At the present time in China there are crowds of Chinese using degrees which appear to be the sign manual of anything rather than learning. Signs boards on all hands announce that men bearing the magic letters M.D. after their names are practising Western medicine, oftentimes enough on the strength of a diploma from a hospital where they have received an inadequate training from an over-worked staff of doctors. Bachelors of Arts are to be discovered galore, whose attainments in their own and western learning are equally unsatisfactory. These are nevertheless very useful members of the educated community and could fill subsidiary posts with advantage. But their unfeigned use of degrees is raising a false standard of learning in China.

Now, it is possible for this country to solve the whole problem of an educational standard, and many other serious problems, such as the discovery of truly efficient men for the government service, at the same time, by inaugurating a system of examination in Western subjects on the lines of the old system. By adding to the number of available, well-educated Chinese, prominent educationalists, missionary, and otherwise, such as are now available all over this Empire, to form Boards of Examiners, attainments in Western learning might be standardized by examination and a graduated system of valid degrees established by means of which reputed scholarship could be put to the test. Degrees from well known Western universities might be recognized, but graduates from all centres of learning outside these should be forced to take the national examination or remain outside such benefits as its degrees might ensure. Something of this kind is fast becoming a necessity in order to protect the credulity of this people in regard to Western learning from being imposed upon by those who have in reality no other credentials to offer than a mere trip to Japan or a short period of study at a foreign managed school. It is necessary to the successful working of such a scheme as is here proposed that it be conducted in an entirely impartial manner by men whose fairness is above reproach, and that no such thing as a religious test should be imposed on any of the candidates. That some such system will eventually be forced upon the country in its own interest is hardly doubtful, and there are signs that the Government is already becoming uneasy as to the results of much of the so-called Western learning with which the nation is being flooded. But the rulers of China have yet to prove that they are sufficiently enlightened to have grasped all the points of the problem as it presents itself clearly to other eyes.—N. C. D. News.

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WEATHER FORECAST AND STORM-WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here.

1. A CONE point upwards.

2. A CONE point upwards and a DRUM below.

3. A DRUM.

4. A CONE point downwards and a DRUM below.

5. A CONE point downwards.

6. A CONE point downwards and a BALL below.

7. A BALL.

8. A CONE point upwards and a BALL below.

9. Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. Tamar, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godowns Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office.

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office, Flagstaff, and H.M.S. Tamar.

I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. II. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being published by night.

These Night Signals will be substituted for the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNING.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour.

Gip Rock, Aberdeen, San Ki Wan, Stanley, Cape Collinson, Sheung Wan, Tai Po.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels, on demand, by signal, from the light houses.

1. A CONE point upwards.

2. A CONE point upwards and a DRUM below.

3. A DRUM.

4. A CONE point downwards and a DRUM below.

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Intimation.

Powell's

Furnishing
DepartmentALEXANDRA
BUILDINGS.

(FIRST FLOOR)

CHINA.

We are now showing our new
"ART" TOILET SETS in four
lustrous art glazes.CRUSHED
STRAWBERRY
CELESTE BLUE
BRONZE GREEN
and
ORANGE

AT 9.75 per set of

6 pieces.

also a useful and artistic
WHITE and GOLD SET

AT 7.50 per set of

6 pieces.

We are offering our customers the
unique advantage of being able to
purchase any single piece of either
of the above toilet sets, to replace
breakages.

CURTAINS.

Our range of summer curtains is
now complete with new and select
patterns, from the lowest priced
SCOTCH LACE to REAL SWISS
at prices to suit every income.THE "POLO"
SCOTCH LACE
4 YARDS LONG

At 5.00 per pair

is strongly recommended as a strong
and inexpensive, good washing
Curtain, in white only.We also Stock these Curtains at
6.25, 7.50, 8.50, 10.00, 12.50,
15.00, and 18.50 in white and ecru
and in a large variety of designs.Our MUSLIN CURTAINS com-
prise all the latest styles, in
Plain, Frilled and
Bordered, Madras in
white, and ecruWHITE & FIGURED
BOOK MUSLINS.FRILLED COIN
SPOT
BOOK MUSLINS
and
EMBROIDERED
SWISS.

POWELL'S

ALEXANDRA
BUILDINGS,
and
28, Queen's Road.

Hongkong, 17th May, 1909.

For Sale.

FOR SALE.

Just Unpacked
AN ASSORTMENT OF
FLOWER SEEDS
FROM LONDON PER LAST ENGLISH MAIL
Also
BEST AMERICAN
SUGAR CORN SEEDS
FROM CALIFORNIA
ALL IN PACKETS,
at
10 Cents each.
Apply to— GRACA & CO.,
No. 27, Des Vaux Road.
Hongkong, 13th May, 1909. 1359

FOR SALE.

"ADLER"
TYPEWRITERS

THE PERFECT VISIBLE.

The latest 1909 Model No. 7
with the latest improvement, the
lightest touch, the strongest and the
best ever produced.We sell our Adler under our
guaranteed terms.A few lines will bring the Adler
to your office free trial.We sell various makes of second-
hand Typewriters

AND

Rented out by day or week.

REPAIR IS OUR SPECIALTY.

DRAGON CYCLE
DEPOT,33.35, Des Vaux Road, Central,
Hongkong. 141GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$5.50 per Cask
ex Factory.In Bags of 250 lbs. net \$3.45 per Bag
ex Factory.SHEWAN TOWERS & CO.,
General Managers,
Hongkong, 13th August, 1909. 136LEE YEE
HAIR DRESSING SALOON.HAS ALWAYS ON HAND
CIGARS, CIGARETTES

AND

TOILET REQUISITES
FOR SALE.
12, D'AGUILAR STREET,
HONGKONG. 142THERAPION MAY NOW ALSO BE OBTAINED
IN DRAGEE ("TASTELESS") FORM.SELF OUR NO FIOCTION!
MARVEL UPON MARVEL!NO SUFFERER
NEED NOW DESPAIR,but without running a doctor's bill or falling into
the deep ditch of quackery, may easily dispense
with all those complaints which formerly
and sansapilla are popularly but erroneously
supposed to cure. This preparation cures the
various maladies of the skin, and thoroughly
removes all noxious matter from the body.THE NEW FRENCH REMEDY
THERAPIONA complete evolution has been wrought in this
department of medical science, whilst thousands
have been restored to health and happiness who
for years previously had been merely dragging
out a miserable existence.THERAPION No. 1—The Sovereign
Remedy for disorders, superseding infections,
the use of which does irreparable harm by
laying the foundation of structure and other
pernicious diseases.THERAPION No. 2—The Sovereign
Remedy for deadly, noxious, insidious
diseases, such as consumption, rheumatism,
rheumatism, scrofula, etc., and all
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and sansapilla are popularly but erroneously
supposed to cure. This preparation cures the
various maladies of the skin, and thoroughly
removes all noxious matter from the body.THERAPION No. 29—The Sovereign
Remedy for deadly, noxious, insidious
diseases, such as consumption, rheumatism,
rheumatism, scrofula, etc., and all
those complaints which formerly
and sansapilla are popularly but erroneously
supposed to cure. This preparation cures the
various maladies of the skin, and thoroughly
removes all noxious matter from the body.THERAPION No. 30—The Sovereign
Remedy for deadly, noxious, insidious
diseases, such as consumption, rheumatism,
rheumatism, scrofula, etc., and all
those complaints which formerly
and sansapilla are popularly but erroneously
supposed to cure. This preparation cures the
various maladies of the skin, and thoroughly
removes all noxious matter from the body.THERAPION No. 31—The Sovereign
Remedy for deadly, noxious, insidious
diseases, such as consumption, rheumatism,
rheumatism, scrofula, etc., and all
those complaints which formerly
and sansapilla are popularly but erroneously
supposed to cure. This preparation cures the
various maladies of the skin, and thoroughly
removes all noxious matter from the body.THERAPION No. 32—The Sovereign
Remedy for deadly, noxious, insidious
diseases, such as consumption, rheumatism,
rheumatism, scrofula, etc., and all
those complaints which formerly
and sansapilla are popularly but erroneously
supposed to cure. This preparation cures the
various maladies of the skin, and thoroughly
removes all noxious matter from the body.THERAPION No. 33—The Sovereign
Remedy for deadly, noxious, insidious
diseases, such as consumption, rheumatism,
rheumatism, scrofula, etc., and all
those complaints which formerly
and sansapilla are popularly but erroneously
supposed to cure. This preparation cures the
various maladies of the skin, and thoroughly
removes all noxious matter from the body.THERAPION No. 34—The Sovereign
Remedy for deadly, noxious, insidious
diseases, such as consumption, rheumatism,
rheumatism, scrofula, etc., and all
those complaints which formerly
and sansapilla are popularly but erroneously
supposed to cure. This preparation cures the
various maladies of the skin, and thoroughly
removes all noxious matter from the body.THERAPION No. 35—The Sovereign
Remedy for deadly, noxious, insidious
diseases, such as consumption, rheumatism,
rheumatism, scrofula, etc., and all
those complaints which formerly
and sansapilla are popularly but erroneously
supposed to cure. This preparation cures the
various maladies of the skin, and thoroughly
removes all noxious matter from the body.THERAPION No. 36—The Sovereign
Remedy for deadly, noxious, insidious
diseases, such as consumption, rheumatism,
rheumatism, scrofula, etc., and all
those complaints which formerly
and sansapilla are popularly but erroneously
supposed to cure. This preparation cures the
various maladies of the skin, and thoroughly
removes all noxious matter from the body.THERAPION No. 37—The Sovereign
Remedy for deadly, noxious, insidious
diseases, such as consumption, rheumatism,
rheumatism, scrofula, etc., and all
those complaints which formerly
and sansapilla are popularly but erroneously
supposed to cure. This preparation cures the
various maladies of the skin, and thoroughly
removes all noxious matter from the body.

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

CHINESE AFFAIRS.

IN THE FOREIGN PRESS.

[By courtesy of the "Sheung Po".]

Peking, 16th May.

The Waiwupu has telegraphed to the Chinese Ministers accredited to foreign countries to the effect that, whenever they observe any incorrect reports concerning China in the foreign Press, they are to take suitable steps to rectify the errors.

PRINCE CHING.

DENOUNCED FOR ALLEGED B-IBERY.

[By courtesy of the "Sheung Po".]

Peking, 16th May.

Censor Wong Sui-jun has denounced Prince Ching for having, it is alleged, received bribes indifferently and giving official appointments to his adherents.

Prince Ching is determined to resign.

THE SHANGHAI TAOTAI.

DISMISSAL PROPOSED.

[By courtesy of the "Sheung Po".]

Peking, 16th May.

The Grand Council has telegraphed to Viceroy Tuan Fang proposing to dismiss the Shanghai Taotai.

In his reply, Viceroy Tuan Fang stated that, Taotai Tsai Nai-huang was guilty of a dereliction of duty only in connection with the failure of the Yuen Yuen Bank in Shanghai, but as he is a capable official he might be exonerated.

THE "MANCHURIAS" PUNCTUALITY.

A DISAPPOINTED PASSENGER.

The steamer punctuality which the Pacific Mail Steamship Company exercises in sending its big liners off to the Orient was strongly impressed yesterday on Thomas W. Brown, a well-known travelling man, whiptied an automobile and a tug against the speed of the steamship in a vain pursuit along the water front and down the bay, reports the *San Francisco Chronicle* of today.

Brown, who was booked to sail on the Manchuria for Manchuria, arrived at pier 42 a few minutes after 1 o'clock, just as the faces of those crowding the liner's decks were becoming indiscernible to their friends on the wharf. Brown took his disappointment almost cheerfully; in fact, he showed less interest in the fact that he had been left behind than did the crowd which thronged the pier. Stopping long enough to light a cigar, Brown got into an automobile and the driver was directed to make all speed for Meiggs wharf.

"We'll catch her, all right," said Brown, as the machine tore through the dust of the water front docks. When Meiggs wharf was reached the Manchuria was just abreast, but it could be seen from her increasing speed that the screws were beginning to revolve faster.

The United States tug *Gilden Gate*, Commander Berry, lay alongside the barge office, and into this Brown leaped, and it was now a race on the Manchuria's own track, but the gallant little white tug was no match for the liner, and although she leapt no doggedly, the Manchuria drew away from her until, when the Heads were reached, the big steamship was plowing her inexorable way far ahead. The *Gilden Gate* then turned back, and Brown will have to wait for the next steamer. His baggage occupies a deserted saleroom on the Manchuria, and there will be a vacant place at the table on the run across the Pacific.

SHIPPING AND MAIIS.

MAIL DUE

German (Ludlow) 10th inst.

French (Sydney) 24th inst.

German (Paris, Waldemar) 28th inst.

Canadian (Empress of Japan) 3rd inst.

The C. N. Co.'s a.s. *Chinan* left Shanghai on 16th inst., and may be expected here on 19th inst.The Imperial German Mail a.s. *Prinz Sigismund*, which left here on 22nd inst., arrived at Sydney yesterday, at 8 a.m.The Imperial German Mail a.s. *Dorfinger* left Shanghai on 15th inst., at 7 p.m., and may be expected here on 18th inst., at daylight.The M. M. Co.'s a.s. *Sydney*, with the French mail of the 25th ult., and mails from London of the 24th ult., left Singapore to-day, at 3 p.m., and may be expected to arrive here on 24th inst., morning, and will leave for Shanghai and Japan on the same afternoon.

"HISTORIC" SHANGHAI.

A VOLUME OF FASCINATING CHARM.

Local histories must always have a circumscribed field and their appeal must always be limited, but the local histories have seldom a topic of such varied interest or of such international significance as is to be found in the rise of Shanghai to its present position of principal emporium, of an Empire of nearly four hundred millions of souls, the commanding of the commercial, political, and financial interests of every civilized nation, giving to Shanghai and its history a character unique. All that is involved in the story of this great port Mr. Montalto de Jesus, in this sketch of Shanghai's history, gives us the *fines et origines*, and we cannot delay saying that his volume is one of fascinating charm and will earn the gratitude of all Shanghailanders and of those whose interests are wider still, those whose first concern is rather the interplay of political forces and the move and countermove of diplomacy in the Far East; for the history of Shanghai is bound up with much wider things than its own commercial or municipal destiny. Opened to the world in response to the hard knocks of foreign guns, foreign endeavours saved it from the devastation that would otherwise surely have laid it low during the rebellions of the Taiping, and foreign nations again secured for it immunity from attack during two of China's wars. To the student of larger affairs its history is of interest as embodying the growth of an ideal, the gradual reduction of conflicting views and interests into a harmony of compromise without sacrifice of essentials, and the concrete expression and sanction of international amalgamation in the Far East. From this point of view we are inclined to question some of Mr. Montalto de Jesus's interpretations of facts and ascriptions of motive, as probably every reader will approach the subject with his own prepossessions, and as every writer on the subject would certainly do so, we cannot hold our author in default on that account; but rather we are unfeignedly thankful that the slightly Anglophile and Siopophore symptoms of his earlier work have very largely disappeared and on the whole, even where we regard his judgment as being in error, we recognize the fair-minded manner in which it is expressed.

Having disposed of this,

THE ONLY SERIOUS CRITICISM

we have to make of Mr. de Jesus's volume, we may proceed to suggest to our readers exactly what is the scope of the work and what is the bearing of the past, as pictured for us in these pages, on the present. Passing over the days before there was a foreign Settlement at Shanghai we may note that there was at one time a possibility that this history could never have been written. The claims of Chusan, that delightful island, were at one time regarded as not unworthy to be set up against those of Shanghai as a place suitable for the establishment of a foreign Settlement, but the geographic and commercial instinct decided in favour of Shanghai; just as, at an earlier stage of European intercourse with China the claims of Chusan had given way before the commercial and military instinct which favoured Hongkong. Mr. de Jesus gives a spirited narrative of the opening of Shanghai and of the events that led to the Treaty of Nanking. He then proceeds to discuss the rise of the foreign Settlements and the circumstances under which this event took place. There can be little question that in the somewhat casual negotiations conducted by Captain Balfour with the Taotai for the settlement of the regulations governing foreign residence at Shanghai there was little of the foresight necessary to the great administrator, Mr. de Jesus points out that Consul Balfour had in mind merely British interests, and whilst we cannot agree with Mr. de Jesus in commanding his attitude in this regard we would note that from the first he kept in mind the fact that other nationalities would be seeking a lodgement in the newly opened port, and under his successors hard facts brushed aside Balfour's theories.

A WIDE OUTLOOK.

No narrow view of the place held by Shanghai is taken, as the following extract from the Preface will show.

"The pride of Shanghai, however, rests more upon the memorable struggle which proved to be an empire's deliverance of its terrible scourge—the Taiping rebellion. In this glorious liberation Shanghai figured as the central point; only to remain unpardonably unhonoured and unused. It is precisely from this central point that a history is most needed, inasmuch as the great influence which the reign of terror had upon the destinies of Shanghai, for good and for evil, can never be adequately gauged without full light being thrown on local conditions at that stirring epoch. Thence dated, the marvellous growth of the foreign Settlements. . . . It is mainly from this standpoint that the writer has striven to meet a longfelt need in presenting a faithful picture of what will ever be regarded as the most historic and interesting period in the annals of Shanghai."

This is the point of view from which the book is written it is appropriately

DEDICATED TO GORDON,

of whom an excellent portrait appears. Mr. de Jesus realises, and his readers will realize with him, the great part that Shanghai played in the destinies of China at that time of stress and storm, and he points out that the Chinese Government was neither slow to see this nor to express its sense of gratitude.

We trust that what we have said will make it clear to our readers that "Historic Shanghai" is a book worthy of the attention alike of the general reader and the student. For the benefit of the latter the frequent citation of authorities is invaluable, and a good index enables him to turn up any particular point with facility. With abundant and excellent illustrations, clearly printed in a comfortable type, and neatly and strongly bound, "Historic Shanghai" should take a place on every Shanghai bookshelf, and should also appear on the shelves of all who take a serious interest in the affairs of the Far East.—Saturday Review.

No. 100, a boatman, was, in the Police Court to-day, fined 5s for driving a stake into the roadway at Kennedy Town yesterday in order to anchor his craft.

THE ASPIRATIONS OF THE SETTLEMENT for absolute freedom we are given some most carefully digested and interesting information, including that of a scheme whereby the "leading citizens" would confound the outlines of a free-city under the protectionate of the four Great Powers most in touch with China, but exercising its own government through its own officers, to be elected under a system of suffrage that would give the controlling power to the owners of property, native and foreign, the city and its environs to be incorporated under a strong government." Throughout the book we are coming across foreshadowings of what must undoubtedly be the solution of Shanghai's great question, the admission of Chinese to a share in its government and we constantly find the Consul upholding the frequently forgotten fact that the soil of the Settlement is the soil of China. Consul Medhurst pointed this out; and Sir Frederick Bruce disengaged "any administrative system which set at naught the territorial rights of the Chinese government." Nay, more. "When the Taotai sought to levy one after another kind of tax on native residents within the Settlement, Sir. Frederick Bruce repeatedly upheld the right of the local Chinese authorities to do as they pleased in the matter." Again, in 1883 Sir Richard Rennie suggested that the new code of Regulations and By-laws proposed for the government of the Settlement should be submitted to an experienced lawyer. The result was a sweeping revision of both Regulations and By-laws and the affirmation of the principle that "for any amendment there's confirmation by the Peking government was required."

THE LOVE OF FAIR PLAY

that has always actuated the representatives of Great Britain in the Far East is admirably illustrated in Mr. de Jesus's account of the origin of the Imperial Maritime Customs. During the Taiping rebellion the Chinese Customs House on the Bund was pillaged and wrecked by the rebels.

The situation then assumed a peculiar phase. All native authorities being locally overthrown, the foreign mercantile community regarded the Treaty as then in abeyance, inasmuch as there were no officials to carry out its stipulations; and it was argued that where no customs-house existed there could be no obligation to observe its rules and pay its dues. Nevertheless Consul Alcock declared that the capture of a port could in no way abrogate a solemn Treaty with the Empire; that the Treaty obligations remained binding in spite of one of the contracting parties being for the time being incapacitated from giving full effect thereto; and that this incapacity arising as it did from that contracting party being beset by calamities, was no reason why its rights should be ignored, but on the contrary constituted the strongest argument for the honest recognition of such rights.... Consul Alcock announced provisional rules for clearing ships in the absence of customs officials, the amounts due on imports and exports to be paid in to the British Consulate either in silver or promissory notes, to be eventually handed over to the Chinese authorities. Several other nationalities liked this arrangement for a week or two, but soon defected, the first to drop out being the United States Consul, who was also a merchant." For several months this system was in working order, and received the emphatic approval of the British Minister in Peking, but eventually through force of circumstances it broke down, and on Consul Alcock's initiative the Imperial Maritime Customs took its place. In the meantime, British integrity had cost British merchants hundreds of thousands of dollars.

We have perhaps dealt rather with one aspect of the matters covered in this interesting volume, but it must not be assumed that other aspects of Shanghai's history are overlooked. The book is written with

TWO SALIENT FACTS

of the Regulations were that provision was made for the amenability of other foreigners to the code and that Chinese residence within the Settlement was interdicted. It was not long before other nationalities sought to establish their Settlements, but by 1884, as Mr. de Jesus tells us, regulations were made for the welding together of the original Settlement, commonly known as the British Settlement, the French Concession, and the American pseudo-Settlement, and at the inauguration of the new régime Consul Alcock dwelt upon a need and an ideal that we have frequently emphasized in these columns, viz., "laws whereby the whole foreign community should be equally amenable", "unity in constitution, purpose and government." Mr. de Jesus tells us that there was no difficulty in this regard as far as the British authorities were concerned, for they "never regarded the Settlement originally assigned to British merchants together with any rights or privileges therein acquired by the Government as a means of excluding other foreigners therefrom."

MR. DE JESUS'S INTERESTING NARRATIVE we cannot follow in detail, but we may touch on some points of special interest. Mr. de Jesus puts the extremely vexed question of Chinese residence in the Settlement in a clear light when he says, "From a purely foreign reservation the Settlement became a native Alsatia, the southern portion becoming blocked with abominably overcrowded and filthy hovels, fraught with danger of fire and pestilence, rife with brothels, opium shops and gambling dens." To the Consul's representations on this subject the Taotai replied that according to the original Land Regulations native domicile was interdicted within the Settlement; now, however, tenements were built by foreigners to accommodate natives, regardless even of the risk incurred in harbouring people of bad character indiscriminately. The Council eventually took this view, and limited its action to the suppression of disreputable houses.

Corresponding

Today's Advertisement.

COMPAGNIE DES MESSAGERIES MARITIMES.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"SYDNEY,"

Captain Rebust, will be despatched for the above Ports on or about MONDAY, the 24th instant.

For Freight or Passage, apply to P. DE CHAMPORIN, Agent, Hongkong, 17th May, 1909.

JUDGMENT RESERVED.

IN THE RECLAMATION DISPUTE CASE.

In the Supreme Court, on Saturday, his Lordship the Chief Justice (Sir Francis Piggott) reserved his decision in the well-known reclamation dispute, in which the Governor is suing one Chu Ping, of 313, Des Vaux Road, for the specific performance by the defendant of the agreement dated 19th December, 1889, whereby Chu Chuen (now deceased) agreed with the Governor of Hongkong, for the consideration therein mentioned, either to assign an equitable proportion of the reclamation to Marine Lot No. 134, or to pay an equivalent sum of money to the owners of Sections B. and D. of the said lot, and also for the specific performance of a second agreement dated 24th July, 1903, for certain declarations, and for costs.

The Chief Justice's decision, which should prove of considerable interest, is expected to be delivered in a few days' time.

Mr. H. E. Pollock, with Mr. H. L. Dennis (of the Crown Solicitor's office), appears for the plaintiff. Mr. M. W. Slade and Mr. C. J. Alabaster, instructed by Mr. H. J. Gedge (of Messrs. Johnson, Stokes and Master) represent the defendant.

HOW CHINA IS WAKING UP.

MOTOR-CAR SERVICE THROUGH THE GOBI DESERT.

SLOWLY OUSTING THE RUSSIANS.

The *Tagblatt für Nord China* publishes an interesting article on the growth of Chinese power in Mongolia. It says that important Chinese colonial questions are being solved unostentatiously, and that Tibet, Mongolia and Manchuria are becoming more Chinese than ever they have been. As the means of strengthening her national position in the Dependencies, China is sending to those places enormous numbers of emigrants. To send coolies and peasants in as large numbers as it desires to these countries, thinly peopled by native tribes, costs the Peking Government only the small labour of editing to the Governor of provinces suitable for such emigration, and small financial aid in special cases.

An army of about 40,000 men, drilled by Japanese instructors, and armed with modern weapons, has been placed during the past two years in the region of Urumchi, and the old frontier posts of Kuldja and Bulun-tochol have been strengthened. In the so-called further Mongolia, to the north of the Gobi desert, the sudden activity of the Chinese Governors Khabdo and Ulasuasi is filling the consuls charged with the maintenance of Russian interests in Urga and Ulaanbaatar with anxiety. Even in these places, which are only reached after a tedious desert journey from Peking, the military as well as the economic power of the Chinese is making slow but steady progress.

Since 1907 in East Mongolia there have been, camp of regular Chinese troops. The endeavours of China in Mongolia are not only directed against the attempts of Russia to obtain food in that country, but also against the independent Mongolian princes. The interest of independence and the danger threatening them from Peking makes the Mongolian princes the natural allies of the Russians, who are more sympathetic to them than the Chinese. The author asks of what avail that is against the irresistible forward march of Chinese settlers and traders with whom Russian traders cannot compete.

The overland trade of the tea caravans through the Gobi Desert via Kialkhati, which brought occupation to thousands of Mongols, and made the people dependent on Russian gold, has found other ways. Kialkhati is a town of the past; and a house of eight rooms can be obtained for twenty-five roubles a year.

Instead of that, the Chinese are planning the first automobile communication through the Gobi Desert between Urga and Kalgan, which will shortly be connected with Peking by rail.

COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T.	1/9
Do. demand	1/9 7/16
Do. 4 months' sight	1/9 9/16
France—Bank T.T.	2 24
—Bank T.T.	4 41
Germany—Bank T.T.	1 82
India T.T.	133
Do. demand	1/9
Do. 4 months' sight	1/9
Singapore—Bank T.T.	74
—Bank T.T. per H.K. \$100	76
Spain—Bank T.T.	26
Iowa—Bank T.T.	27
months' sight L/C.	1/9 11/16
months' sight L/C.	1/9 13/16
30 days' sight San Francisco & New York	44
4 months' sight do.	45
30 days' sight Sydney & Melbourne	1/9 15/16
4 months' sight France	26
6 months' sight do.	30
4 months' sight Germany	26
Bar Silver	24
Bank of England rate	21
Switzerland	11/16

Today's Advertisements.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

PUBLIC AUCTION.

FOR ACCOUNT OF THE CONCERNED.

on WEDNESDAY,

the 10th May, 1909, at 2.30 P.M., at their Sales Rooms, No 8, Des Vaux Road,

Shipping—Steamers.

CANADIAN PACIFIC
RAILWAY CO.'S
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"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Island Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA to VANCOUVER 11 DAYS HONGKONG to VANCOUVER SAVING 5 to 7 DAYS OCEAN TRAVEL.

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From Hongkong, "EMPIRE OF INDIA" From St. John or Quebec.

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SATURDAY, MAY 22ND.

FRIDAY, JUNE 18TH.

"EMPIRE OF JAPAN"

SATURDAY, JUNE 12TH.

FRIDAY, JULY 9TH.

"EMPIRE OF CHINA"

SATURDAY, JULY 3RD.

FRIDAY, JULY 30TH.

"MONTEAGLE"

WEDNESDAY, JULY 14TH.

"Empress". Steamers will depart from Hongkong at 6 p.m.

"Montagle".

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail-Express Train and at Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 23 Knots, and are regarded as second to none on the Atlantic.

Passengers booked to all the principal points in Canada, the United States and Europe, also around the World.

HONGKONG to LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line) £71.10/-.

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments. Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG to LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.

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Via New York

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W. GARDINER, General Traffic Agent,

Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LTD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION).

For STEAMSHIP.

TIENTSIN VIA SWATOW, WEI-CHI SHIANG* TUESDAY, 18th May, Noon.

HAIWEI & CHEFOU TUESDAY, 18th May, 3 P.M.

SHANGHAI VIA SWATOW WINGSANG* WEDNESDAY, 19th May, Noon.

KOBE AMARA WEDNESDAY, 19th May, 4 P.M.

SHANGHAI, YOKOHAMA, KOBE KUTSANG* THURSDAY, 20th May, Noon.

SHANGHAI KWONGSANG* THURSDAY, 20th May, 4 P.M.

MANILA YUNGSANG* FRIDAY, 21st May, 4 P.M.

SINGAPORE, PENANG & CALCUTTA LAISANG* SATURDAY, 22nd May, Noon.

SINGAPORE and SAMARANG HOPSANG* TUESDAY, 25th May, Noon.

MANILA LOONGSANG* FRIDAY, 28th May, 4 P.M.

RETURN TOURS TO JAPAN (OCCUPYING 24 DAYS).

The steamer *Ketsang*, *Namong* and *Fookang* leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan. Passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified Surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

For Freight or Passage, apply to JARDINE MATHESON & CO., LTD.

General Manager.

Hongkong, 17th May, 1909.

Telephone No. 61.

16

SAILINGS SUBJECT TO ALTERATION.

For STEAMERS TO SAIL.

OHINKIANG SHANTUNG* 18th May, Daylight.

HOIHOW & HAIPHONG SINGAN* 18th May, Daylight.

MANILA TEAN* 18th May, 3 P.M.

WEIHAIWEI, CHEFOU & TIENTSIN KUEICHHOW* 20th May, 4 P.M.

SHANGHAI OHIENGG* 20th May, 4 P.M.

NEWCHWANG KWEEIYANG* 21st May, Daylight.

SHANGHAI OHENAN* 23rd May, Daylight.

MANILA TAIMING* 25th May, 3 P.M.

SHANGHAI YINGCHOW* 27th May, 4 P.M.

SHANGHAI ANHUI* 30th May, Daylight.

MANILA ZAMBOANGA and USUAL OHANGSHA* 15th June, 4 P.M.

AUSTRALIAN PORTS Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANDU".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

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SHANGHAI LINE.

FAST SCHEDULE TWIN-SCREW STEAMERS (*Anhui*, *Chenan*, *Linan*, *Chintung*), with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These steamers land passengers in Shanghai avoiding the inconvenience of transhipment at Woosung.

Fares including wines:—single \$40, return \$70.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

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15th May, 1909.

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HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon and staterooms—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried—All the most recent up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.

Tons.

Captain.

For.

Selling Date.

ZAFIRO 1550 R. Rodger MANILA SATURDAY, 22nd May, at Noon.

RUBI 1550 R. W. Almond SATURDAY, 29th May, at Noon.

For Freight or Passage, apply to

SHEWAN TOME'S & CO.

GENERAL MANAGERS.

Hongkong, 15th May, 1909.

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REGULAR STEAMSHIP SERVICE FOR CALLAO, IQUIQUE, VALPARAISO, Etc., via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO and SALINA CRUZ (Mexico).

SS. HONGKONG MARU 6000 tons gross Sail 1st June, 1909, at Noon.
SS. MANSHU MARU 5000 " 1st July, 1909, at Noon.
SS. AMERICA MARU 6000 " 30th Aug., 1909, at Noon.
SS. HONGKONG MARU 6000 " 26th Oct., 1909, at Noon.
SS. MANSHU MARU 5000 " 10th Dec., 1909, at Noon.

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K. MATSUDA,

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TOYO KISEN KAISHA, York Building.

HONGKONG AVERAGE MARKET PRICES.

Corrected 15th May, 100 cts. per 3 Mts.

BUTCHER MEAT.

Beef sirloin & prime cut—Mei Lung Pa 20
Corned—Ham Ngau Yuk 20
Roul—Shiu 20
Brest—Ngau Lam 18
Soup, Tong Yuk 15
Steak—Ngau Yuk Pa 20
Sirloin—Ngau Lau 20
Sausages—Ngau Yuk Chau 20
Bullock's Brains—Kao 20 per set
Tong fresh—Ngau Li 20 each
corned—Ham Ngau Li 20
Head—Ngau Tau 20
Heart—Ngau Sum 20 per set
Hump, Salt—Ngau Kia 20
Fest—Ngau Keok 20 each
Kidneys—Ngau Yin 20
Tail—Ngau Mei 20
Liver—Ngau Con 20
Trips (undressed)—Ngau To 6
Calves' Head and Fest—Ngau-chai-tan-koek 20 each
Mutton Chop—Young Pal Kwat 20
Leg—Young Fei 20
Shoulder—Young Sha 20
Pigs' Chittlings—Chi cheong 20
Brains—Chi Know 20 per set
Fei—Chi Kaok 20
Fry—Chi Chak 20
Head—Chi Tac 20
Heart—Chi Sum 20 each
Kidneys—Chi Yiu 20 pair
Liver—Chi Kon 20
Pork, Chop—Chi Pal Kwat 20
Comed—Ham Chu Yuk 20
Leg—Chi Pel 20
Fat or Lard—Chi Yau 20
Sheep's Head and Fest—Young Tan Keok 20 each
Heart—Young Sum 20 each
Kidneys—Young Yiu 20
Liver—Young Con 20
Sucking Pigs, To Order—Chi Chai 20
Suet—Beef—Sang Ngau Yau 20
Mutton—Sang Young Yau 20
Veal—Ngau Chai Yuk 20
Sausages—Ngau Chai Yuk Tong 20

POULTRY.

Chicken—Kai Chai 20
Capons, Large, Small—Sia Kal 20
Ducks—Ap 20
Doves—Pan Kau 20 each
Eggs, Hen—Kai Tan 20 per doz.
Fowls, Canton—Kai 20

" Halman—Hot Nam Kal 20
Geese—Ngo 20 pair
Musk Duck—Wong Keng 20 each
Hare—Te Chai 20
Partridge—Chi Kho 20
Pheasant—Shau Kal 20 pair
Pigeons, Canton—Pak Kup 20 each

" Holhow—Holhow Pak Kup 20
Quail—Um-Ghau 20
Rice Birds—Wo Fa Chuk 20 doz.
Sulpe—Sa Chul 20 each
Turkeys, Cock—Fa Kai Kung 20 per doz
Hen—Na 20
Wild Ducks, Shanghai, Sul-ap 20 pair
Teal, Shanghai, Sul-ap Chai 20
Wild Ducks Canton—Sang Shing Sul Ap 20 per pair

FISH.

Barbel—Ka Yu 20
Bream—Bin Yu 20
Canton Fresh Water Fish—Ho Si Yu 20
Carp—Li Yu 20
Catfish—Chik Yu 20
Codfish—Mon Yu 20
Cuttle Fish—Mu Yu 20
Dab—Sa Mang Yu 20
Dace—Wong Mel Lui 20
Dog Fish—Til Tu Sa 20
Eels—Gong—Hal Man Yu 20
" Fresh water—Tin Sol Yu 20
" Yellow—Wong Sui 20
Frogs—Tien Kai 20
Gourpaa—Sek Pan 20
Gudgeon—Pak Kup Yu 20
Herring—Tso Pak 20
Halibut—Cheung Kwan Yu 20
Lebrus—Wong Fa Yu 20
Loach—Wu Yu 20
Lobster—Lung Ha 20
Mackerel—Chi Yu 20
Monk Fish—Mon Yu 20
Mullet—Chai Yu 20
Oysters—Sang Hoo 20
Patrotfish—Kai Kung Yu 20
Pike—Fa Paw Poong 20
Plaice—Pan Yu 20
Pomfret, Black—Hak Chong 20
Pomfret, White—Pak Chong 20
Prawns—King Ha 20
Ray—Fa Pa Su 20
Rock Fish—Sek Kai Kung 20
Roach—Chiu Yu 20
Salmon (Fresh), fresh water—Mei Yen 20
Tuna, Fin, Fresh water—Tin Poong 20

VEGETABLES, &c.

Artichokes, Shanghai—Sheung Hoi Ah 20
Chi Chau 20
Beans, (French) Macao—Oh Moon Pin 20
Tau 20
Beans, (French) Shanghai—Sheung Hoi 20

Beans, (French) Shanghai—Sheung Hoi 20
Pla Tau 20
Beans, Sprout—Ah Choi 20
Beans, Large, Small—Sia Kal 20
Beet Root—Hung Choi Tau 20 each
Brinjals, Green—Cheng Yuen Ker 20
Brinjals, Red—Hung Ker 20
Brasca—Pan Chik 20
Bamboo Shoots—Chook Shee 20
Cabbage, Chinese, com.—Kai Choy 20
Cabbage, Red—Kai Lan Tai 20 each
Cane Shoots, bunch—Kau Shun 20
Cauliflower, Large size—Tai Yeh Choi Fe 20 each
Cauliflower, Medium size—Cheung Yeh Choi 20
Carrots—Sai Yeh Choi-va 20
Celeri, Chinese—Tong Kan Choy 20
Celeri, English—Young Kan Choi 20
Celeri, White—Pak Young Kan Choi 20
Chillies, Dried—Con Lai Chu 20
" Red—Hung Fa 20
" Green—Cheng Lai Chu 20
Curry Stuf, English—Kai Lee Choi Lai 20
Cucumbers—Cheng Kwa 20
Bitter Squash—Fu Kwa 20
Garlic—Suen Tau 20
Ginger, young—Sun Tze Keung 20
" old—Lo Keung 20
Horse Radish, Shanghai—Luk

Shipping.

VESSELS IN PORT.

STEAMERS.

Amara, Br. ss. 1,025, H. Mathias, 15th May.	—Shanghai 11th May, Gen.—H. & S.
Sul Mow, Ger. ss. 1,112, R. Anders, 15th May.	—Wuhu 11th May, Gen.—H. A. L.
Kaga Maru, Jap. ss. 6,304, M. Hayano, 16th May.	—Seattle, U.S.A., 13th April, and Shanghai 13th May, Gen.—N. Y. K.
Kamor, Nor. ss. 984, S. Faich Muns, 16th May.	—Bangkok 31st April, Rice and Wood.—B. & S.
Chowfu, Ger. ss. 1,115, F. Schmitz, 10th May.	—Bangkok via Swatow 1st May, Rice—B. & S.
Bujun Maru, Jap. ss. 1,102, F. Fuseno, 16th May.	—Shanghai via Foochow, Amoy and Swatow 14th May, Gen.—O. S. K.
Haiyan, Br. ss. 1,102, A. E. Hodges, 16th May.	—Swatow 15th May, Gen.—D. L. & Co.
Chihuan, Br. ss. 1,132, A. Harris, 16th May.	—Shanghai 11th May, Gen.—B. & S.
Kutsang, Br. ss. 1,102, R. C. D. Bradley, 16th May.	—Calcutta 2nd May, via Penang and Singapore 11th May, Gen.—D. L. & Co.
Pitsanulok, Ger. ss. 2,012, F. Reimers, 16th May.	—Bangkok 9th May, and Swatow 15th May, Gen.—H. & S.
Jacob Diderichsen, Ger. ss. 623, A. Hansen, 16th May.	—Hoibow 9th May, Gen.—J. & Co.
Namur, Br. ss. 1,170, H. W. Kenrick, P.N.R.	—Wuhu 9th May, Rice—J. & Co.
Johnstone, Ger. ss. 952, J. Iwersen, 13th May.	—London 1st April, and Singapore 11th May, Gen.—P. & O. N. Co.
Koenigsee, Br. ss. 3,301, C. R. Beynon, 12th May.	—Swatow 11th May, Ballast—S. O. Co.
Korat, Ger. ss. 1,123, W. Schmid, 7th May.	—Bangkok 1st May, Rice—B. & S.
Laertes, Br. ss. 1,342, D. C. H. Prampton, 12th May.	—Sakon 1st May, Rice, Metal and Gen.—W. F. Pat. S.
Laiyang, Br. ss. 1,142, P. H. Rolfe, 17th May.	—Calcutta via Penang and Singapore 5th May, Gen.—M. & Co.
Locksens, Ger. ss. 1,020, W. Tauber, 7th May.	—Bangkok 26th April, Rice—V. & Co.
Lyshoff, Ger. ss. 1,165, J. Buhmann, 16th May.	—Wuhu 11th May, Rice—H. A. L.
Saint Patrick, Br. ss. 1,262, J. Forsey, 16th May.	—New York 18th May, Gen.—D. L. & Co., Ltd.
Yuensang, Br. ss. 1,122, P. H. Rolfe, 17th May.	—Manila 14th May, Gen.—J. & Co.
Pongtong, Ger. ss. 998, W. Böteföhr, 17th May.	—Bangkok 1st May, Rice—B. & S.
Childer, Nor. ss. 1,047, Nielsen, 17th May.	—Bangkok 11th May, and Swatow 16th May, Rice—Chinese.
Antilochus, Br. ss. 1,479, G. D. Keay, 17th May.	—Manila 15th May, Gen.—B. & S.
Samsen, Ger. ss. 998, Pedersen, 14th May.	—Bangkok 7th May, Rice and Timber—B. & S.
Singan, Br. ss. 1,047, F. Jamieson, 15th May.	—Swatow 16th May, Gen.—J. & Co.
Clearances at the Harbour Office.	
Palembang, for Palembang.	
Lyshoff, for Canton.	
Hupen, for Canton.	
Namur, for Shanghai.	
Sacred, for Cooch.	
Chihua, for Canton.	
Kwongtang, for Canton.	
Almico, for Manila.	
Kintuck, for Singapore.	
Kennibet, for Manila.	
Kerauna, for Shanghai.	

Steamers Expected.

Vessels	From	Agents	Due
Alcides, Br. 4-masted bar. 2,068, L. Smith, 1st May.	Kob 23rd April, Gen.—S. O. Co.		
Defflinger, ...	Shanghai, M. & Co.	May 18	
Nippon, ...	Singapore, M. & Co.	May 18	
E. F. Ferdinand, ...	Singapore, S. & W. Co.	May 18	
Luetzow, ...	Singapore, M. & Co.	May 19	
Phalen, ...	Shanghai, B. & S.	May 19	
Sydney, ...	Japan, P. M. Co.	May 23	
Takasaki Maru, ...	Singapore, V. M.	May 24	
P. Waldemar, ...	Bombay, N. Y. K.	May 25	
Emp. of Japan, ...	Sydney, M. & Co.	May 28	
Changha, ...	Vancouver, C. P. R. Co.	June 3	
Cebu,	
Island,	

DOCK RETURNS.

HONGKONG AND WHAMPAS DOCKS.

Scandia, ... at Kowloon Dock.

Y. Sontus, ... "

Heim, ... "

Ships Passed the Canal.

End April—Constantia, 6th April—Wray

Castle, Sado Maru, Nore, Paterno, Patkan,

13th April—Bencleuch, Benlomond, Genlurid,

Prinz Etzel Friedrich, Prometheus, Salarie,

Semegama, Theseus, Tourane, Westphalia,

Poma, 16th April—Khit, Nippon, Bling

Marie, Dardans, Hudson, Polynesian, Silvia,

Tambu Maru, 20th April—Palawan, Ghare,

23rd April—Astanax, St. Patrick, Achilar,

Antenor, Namur, Palawan, Sora, Kamo

Maru, 23rd April—Cardiganshire, Nera,

27th April—Lutze, Bonmar, Braemar, Dor-

mond, Leander, Sthonda, 30th April—Sydney,

Abenza, Menelaus, Ithaca Maru, Kawachi

Maru, Petas, Ludwig, 4th May—Cyclops,

Banca, 7th May—Petia, Caledon, Genes,

Ping, Suzy, Smita, Cathay, 11th May—Ben-

tart, Flintshire, Sumatra, Bedouin, Perse,

Perse, Regent, Lutjefeld, Stam, 14th May—

Godev, Norman Prince, Vorwarts, Hilschi

Maru, Benlavers, Tourane, Sanuki Maru,

14th May—Duncannon, Glenroy.

Arrivals at Hon 6—1st April—Glenavon,

6th April—Deudon, Carnarvonshire, Pak

Ling, 13th April—Aragon, Ayu Maru,

Constantia, Spreewald, Silesia, Malta, 16th

April—Lyndhurst, Princess Alice, Tourane,

Slavonia, Montgomeryshire, 20th April—Yed-

do, Prometheus, 21st April—Nore, 23rd April

Tambu Maru, 27th April—Macedon, Ben-

cluch, Headley, Andalua, Westphalia, 30th

April—Kletis, Nera, 4th May—Thordis,

Achilles, 7th May—Inada Maru, Laesde,

Palawan, 11th May—Dortmund, Saxon.

14th May—Caledon, Prince Ludwige.

THE WEATHER.

The following report is from Mr. F. G. Figg,

Director of the Hongkong Observatory—

On the 17th at 11.5 a.m.—The depression,

which has deepened considerably, has moved

in the Pacific to the E. of Japan.

Pressure has increased quickly over W.

Japan and the Loochoos. It is still high but

has a tendency to give way over Central and

Southern China.

Fresh N.E. and E. winds may be expected

in the Formosa Channel and along the north-

ern shores of the China Sea.

Hongkong Rainfall for the 24 hours ending

at 10 a.m. to-day, 0.00 inches.

FORECAST.

1.—Hongkong and Neighbourhood, N.E.

and E. winds, fresh; cloudy, misty.

2.—Formosa Channel, same as No. 1.

3.—South coast of China between Hongkong

and Lamock, same as No. 1.

4.—South coast of China between Hongkong

and Hainan, same as No. 1.

Shipping Reports.

Sir Huiyang, from Swatow:—Light air and

fine weather.

Sir Kengtung, from Swatow:—Moderate

N.E. wind light sea and cloudy.

Sir Lyskoff, from Wuhu:—Rough weather

from Shanghai to Beaufort Point, strong N.E.

with heavy sea. Barom. 30.7; all well.

Sir Kintuck, from Calcutta, &c.:—Light

S.E. winds, with smooth sea to the 18th parallel

thence moderate N.E. wind and sea till arrival.

Sir Chinnam, from Shanghai:—Strong N.E. wind with continuous drizzling rain from the Yangtze River to Turnabout from thence to port, moderate N.W. winds, fine weather.

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Sir Kintuck, from Calcutta, &c.:—Light

SHARE QUOTATIONS

Supplied by Messrs. E. S. KADOURIN & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCK	NO. OF SHARES	VALUE	PAID UP	POSITION AS PER LAST REPORT	LAST DIVIDEND	CLOSING QUOTATIONS
				RESERVE	AT WORKING ACCOUNT	
BANKS.						
Hongkong & Shanghai Banking Corporation	120,000	\$15	\$15	{ \$1,100,000 \$1,000,000 \$250,000	\$3,000,934	Final of 5/- and bonus of 5/- for 1908 @ ex 1/8/1908 = \$16,224
National Bank of China, Limited	99,025	57	56	{ \$1,150,000	\$10,223	5/- (London 1/6) for 1903
Marine Insurance.				\$1,150,000		... 5/- buyers
Canton Insurance Office, Limited	10,000	\$50	\$50	{ \$1,150,000 \$115,757 \$11,900	none	5/- for 1907
North China Insurance Company, Limited	10,000	515	515	{ \$1,150,000 \$10,474 \$1,150,000	Tls. 166,513	Interim of 7/6 for 1908
Union Insurance Society of Canton, Limited	12,400	\$50	\$50	{ \$1,150,000 \$10,474 \$1,150,000	\$1,464,918	Final of 5/- making 5/- for 1907 and interim of 5/- for 1908
Yangtze Insurance Association, Limited	12,000	\$100	\$100	{ \$1,150,000 \$10,474 \$1,150,000	17,7617	5/- and bonus 5/- for 1907
FIRE INSURANCES.				\$1,150,000		7/6 %
China Fire Insurance Company, Limited	10,000	\$100	\$100	{ \$1,150,000 \$10,474 \$1,150,000	\$1,464,918	5/- and bonus 5/- for 1907
Hongkong Fire Insurance Company, Limited	8,000	\$150	\$150	{ \$1,150,000 \$10,474 \$1,150,000	\$1,464,918	5/- for 1907
SHIPPING.				\$1,150,000		8 %
China and Manila Steamship Company, Limited	30,000	\$15	\$15	{ \$1,150,000 \$10,474 \$1,150,000	\$1,035	5/- for 1906
Douglas Steamship Company, Limited	20,000	\$150	\$150	{ \$1,150,000 \$10,474 \$1,150,000	Nil	2/- for year ending 30.6.1908
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	{ \$1,150,000 \$10,474 \$1,150,000	\$20,229	Final of 1/- making 5/- for 1908
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	65	65	{ \$1,150,000 \$10,474 \$1,150,000	41,755	6/- for 1907 on Preference shares only @ ex 1/9/1908 = \$1,154
Do. do. (Deferred)	60,000	65	65	{ \$1,150,000 \$10,474 \$1,150,000	14,4510	Final of Tls. 1/- making Tls. 3/- for 1908
Shanghai Tug and Lighter Company, Limited (Preference)	200,000	Tls. 50	Tls. 50	{ \$1,150,000 \$10,474 \$1,150,000	63,817	Second Interim of 1/- for 8/6 1908
"Shall" Transport and Trading Company, Limited	2,000,000	51	51	{ \$1,150,000 \$10,474 \$1,150,000	598	\$1.00 for year ending 10.4.1908
"Star" Ferry Company, Limited	10,000	\$10	\$10	{ \$1,150,000 \$10,474 \$1,150,000	50.50	\$0.50 for year ending 10.4.1908
Taku Tug and Lighter Company, Limited	10,000	Tls. 50	Tls. 50	{ Tls. 98,220 Tls. 43,470 Tls. 44,100 Tls. 8,100 Tls. 7,000	1,215	Final of Tls. 1/- making Tls. 2/- for 1908
REFINERIES.				Tls. 98,220		11 %
China Sugar Refining Company, Limited	10,000	\$100	\$100	{ \$1,150,000 \$10,474 \$1,150,000	Dr. 15,858	Final of Tls. 1/- making Tls. 2/- for 1908
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	{ \$1,150,000 \$10,474 \$1,150,000	Dr. 15,858	\$1 for 1907
Perak Sugar Cultivation Company, Limited	7,000	\$100	\$100	{ \$1,150,000 \$10,474 \$1,150,000	Tls. 1,173	Tls. 3/- for year ending 31.3.08
MINING.				\$1,150,000		
Chinese Engineering and Mining Company, Ltd.	1,000,000	51	51	{ \$1,150,000 \$10,474 \$1,150,000	Dr. 1,556	Interim of 1/6 (coupon No. 12) for year ending 29.2.09
Rub Australian Gold Mining Company, Limited	150,000	51	51	{ \$1,150,000 \$10,474 \$1,150,000	Dr. 1,556	No. 12 of 1/- = 18 cents
DOCKS, WHARVES & GODDOWNS.				\$1,150,000		
Fenwick (Gen.) & Co., Limited	15,000	\$25	\$25	{ \$1,150,000 \$10,474 \$1,150,000	Dr. 15,421	\$1.75 for year ending 31.12.08
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	550	550	{ \$1,150,000 \$10,474 \$1,150,000	530,102	Final of 5/- making \$3/- for 1907
Hongkong and Whampoa Dock Company, Ltd.	50,000	550	550	{ \$1,150,000 \$10,474 \$1,150,000	531,78	Final of \$4 making \$8 for 1913
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	{ \$1,150,000 \$10,474 \$1,150,000	Tls. 33,743	Interim of Tls. 2/- for 6 months ending 31st October, 1908
Shanghai and Hongkew Wharf Company, Limited	16,000	Tls. 100	Tls. 100	{ \$1,150,000 \$10,474 \$1,150,000	Tls. 22,816	Final of Tls. 6/- making Tls. 10/- for 1908
LANDS, HOTELS & BUILDINGS.				\$1,150,000		
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ \$1,150,000 \$10,474 \$1,150,000	Dr. 1,134	Tls. 6/- for year ending 29.2.09
Astor House Hotel Company, Limited (Shanghai)	30,000	550	550	{ \$1,150,000 \$10,474 \$1,150,000	4,233	\$2/- for year ending 30.6.07
Central Stores, Limited	10,728	550	550	{ \$1,150,000 \$10,474 \$1,150,000	54,618	\$1.20 on old and 60 cents on first new issue
Hongkong Hotel Company, Limited	6,000	550	550	{ \$1,150,000 \$10,474 \$1,150,000	589	Final of 5/- making \$6 for 1908
Hongkong Land Investment and Agency Co., Ltd.	30,000	550	550	{ \$1,150,000 \$10,474 \$1,150,000	516,475	Final of \$5/- making \$7 for 1903
Humphry Estate & Finance Company, Limited	150,000	510	510	{ \$1,150,000 \$10,474 \$1,150,000	55,436	60 cents for 1908
London-Land and Building Company, Limited	6,000	550	550	{ \$1,150,000 \$10,474 \$1,150,000	5278	\$1/- for 1908
Siau-hai Land Investment Company, Limited	75,000	Tls. 50	Tls. 50	{ \$1,150,000 \$10,474 \$1,150,000	142,404	Final of Tls. 3/- and bonus of Tls. 2/- making Tls. 8/- for 1908
West Point Building Company, Limited	12,500	550	550	{ \$1,150,000 \$10,474 \$1,150,000	1,968	Final of \$1 making \$4 for 1908
COTTON, MILLS.				\$1,150,000		
Two Justice Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ \$1,150,000 \$10,474 \$1,150,000	Dr. 8,820	Tls. 5/- for year ended 31.10.1908
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	510	510	{ \$1,150,000 \$10,474 \$1,150,000	50.553	50 cents for year ended 31.7.08
Imperial Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ \$1,150,000 \$10,474 \$1,150,000	Dr. 17,372	Tls. 6/- for year ended 30.9.06 (8%)
Laon-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ \$1,150,000 \$10,474 \$1,150,000	Dr. 4,819	Tls. 4/- for 1908
Sey Chae Cotton Spinning Company, Limited	1,000	Tls. 500	Tls. 500	{ \$1,150,000 \$10,474 \$1,150,000	15,911	Tls. 50/- for 1908
MISCELLANEOUS.				\$1,150,000		
Bell's Asbestos Eastern Agency, Limited	8,604	15/6	15/6	{ \$1,150,000 \$10,474 \$1,150,000	1/10 per share for 1907 = 1.037	10 %
China-Borneo Company, Limited	60,000	512	512	{ \$1,150,000 \$10,474 \$1,150,000	51.20 or 1908	91 %
China Light and Power Company, Limited	50,000	510	510	{ \$1,150,000 \$10,474 \$1,150,000	51.20	\$6
Do. Do. special shares	50,000	513	513	{ \$1,150,000 \$10,474 \$1,150,000	51.30	5/-
China Provident Loan & Mortgage Company, Ltd.	155,000	510	510	{ \$1,150,000 \$10,474 \$1,150,000	1,207	5/-
Dairy Farm Company, Limited	40,000	512	512	{ \$1,150,000 \$10,474 \$1,150,000	548	5/-
Green Island Cement Company, Limited	400,000	510	510	{ \$1,150,000 \$10,474 \$1,150,000	53,751	5/- for 9 months ending 31.12.07
H. Price & Company, Limited	18,000	510	510	{ \$1,150,000 \$10,474 \$1,150,000	5251	5/- for year ending 29.2.09
Hall & Holt, Limited	21,000	520	520	{ \$1,150,000 \$10,474 \$1,150,000	51,95	5/- and bonus 2/- for year ending 29.2.09
Hongkong Electric Company, Limited	60,000	510	510	{ \$1,150,000 \$10,474 \$1,150,000	51,95	5/- and bonus 2/- for year ending 29.2.09
Hongkong Ice Company, Limited	5,000	515	515	{ \$1,150,000 \$10,474 \$1,150,000	57,616	Final of \$1/- per share making \$5/- for 1908
Hongkong Rope Manufacturing Company, Ltd.	60,000	510	510	{ \$1,150,000 \$10,474 \$1,150,000	51,90	Final of \$1/- per share making \$5/- for 1908
Maastricht tot Mijns, Bosch en Landbouwex-plooijs in Langkat, Limited	25,000	510	510	{ \$1,150,000 \$10,474 \$1,150,000	51,914	1st Quarterly div. of Tls. 12/- for account 1909
Peak Tramway Company, Limited	25,000	510	510	{ \$1,150,000 \$10,474 \$1,150,000	51,914	50 cents on fully paid shares and 6 cents on 1st paid shares for year ending 30.4.08
Philippines Company, Limited	50,000	510	510	{ \$1,150,000 \$10,474 \$1,150,000	51,914	None
Shanghai Gas Company, Limited	24,000	Tls. 50	Tls. 50	{ \$1,150,000 \$10,474 \$1,150,000	51,914	Final of Tls. 4/- making Tls. 7/- for 1907
Shanghai-Samatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ \$1,150,000 \$10,474 \$1,150,000	51,914	Final of Tls. 5/- making Tls. 8/- for 1908
Shanghai Waterworks Company, Limited	16,350	510	510	{ \$1,150,000 \$10,474 \$1,150,000	51,914	Final of 5/- making 45/- for 1908</